

SLOPE TRACTOR

GRIP4⁹⁵ 110

The Multi-Talent –
Sovereign and safe
in all locations.

POWERFUL

•

ALL-TERRAIN

•

COMFORTABLE



SAUERBURGER

MACHINES - DEVELOPED FROM PRACTICE, FOR PRACTICE

COMPETENT AND SAFE IN ALL (SLO)



TRAKTOREN  GERÄTEBAU

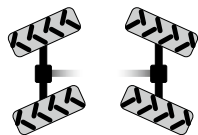


Even very steep hillside slopes will not upset the SAUERBURGER GRIP4.

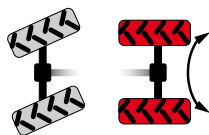
Its hydraulic all-wheel steering with three different steering options allows very good maneuverability. It draws its power from a 95 bhp, 4-cylinder turbo engine. The optimum weight distribution of the machine also makes it very capable of climbing all slopes and tackling all types of terrain.

Powerful yet economical engine The 4-cylinder Perkins diesel engine of very compact design has a speed-independent Common Rail high-pressure fuel injection and a fully electronic engine controller. The result is that SAUERBURGER GRIP4

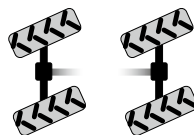
All-wheel steering



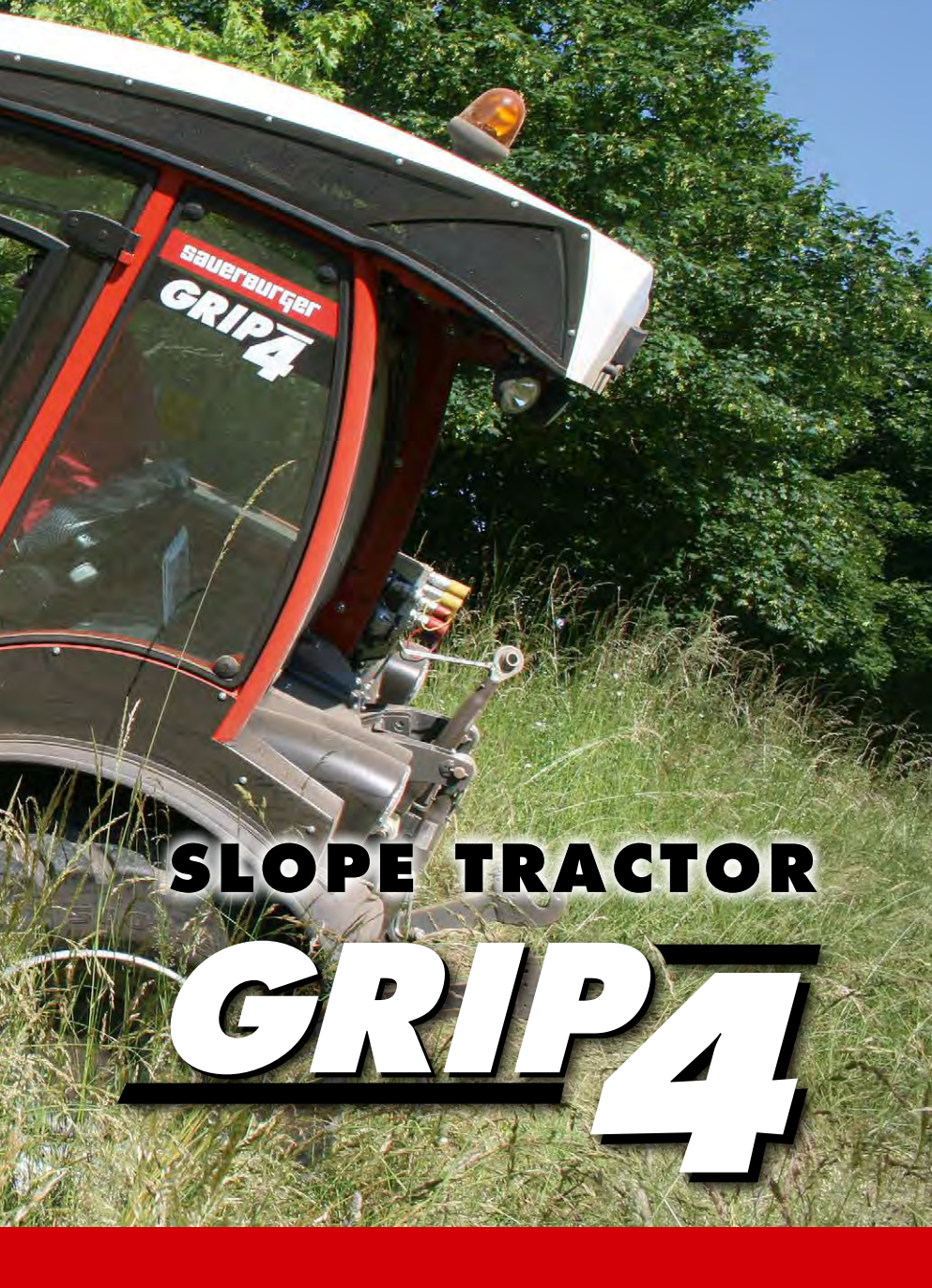
Front axle steering



Crab steering



DRIVING) POSITIONS.



SLOPE TRACTOR GRIP4



always runs at an economically optimum speed and is extremely thrifty with fuel. With a capacity of 3.4 litres the 4-cylinder Perkins diesel engine is lively and dynamic while also offering quiet running and high performance.

2-step hydrostatic transmission ensures optimum power transfer and protects the turf thanks to smooth and steady driving and a longitudinal differential. Furthermore, 4 models are available.

Economic running thanks to the very latest engine management
The SAUERBURGER GRIP4 has 4 different driving modes. This ensures the optimal driving program for all purposes. The tractor electronics control the engine rpm, depending on the power required by the hydrostats for driving operation or PTO drive.

1. Automotive control

The travelling speed and engine rpm of the vehicle are controlled via the accelerator pedal.

2. Throttle lever control field

The engine rpm / PTO rpm is controlled by a separate control „Encoder“ and the travelling speed is regulated by the throttle lever.

3. Throttle lever control road

The engine rpm is controlled by the accelerator pedal and the travelling speed by the throttle lever.

4. Driving pedal control field

The engine / PTO rpm is controlled by the „Encoder“ and the travelling speed is regulated by the accelerator pedal.

◀ Operator terminal

Using the operator terminal, the driver can make a number of adjustments to the controller via the CanBus-controlled vehicle electronics. e.g.

- setting the parameters of the working hydraulics to the relevant attached device
- programming the foreland management
- reading out the diagnostics when errors are displayed

High level of comfort

In the very comfortable cabin, the driver is able to retain control in all situations and is well protected by the approved safety frame. The tinted glass windows help prevent the effects of strong sunlight. The multifunctional lever and the ergonomic layout of the elements are easy

to operate. The onboard computer with a large monitor supplies the driver with all information that is needed.

Easy attachment of equipment

Thanks to the front three-point headstock that can be shifted to the side and the quick-action coupling at the rear, it is very easy to attach devices to the front or rear hydraulics. The high lifting force of up to 2000 daN also allows heavier devices to be attached. The self-regulating device accumulator control supports the traction and climbing ability. In order to minimize vibrations coming from the front hydraulic, a "vibration eliminator" is built-in.

Engine compartment



Clearly laid out and easily accessible engine compartment

Roof structure

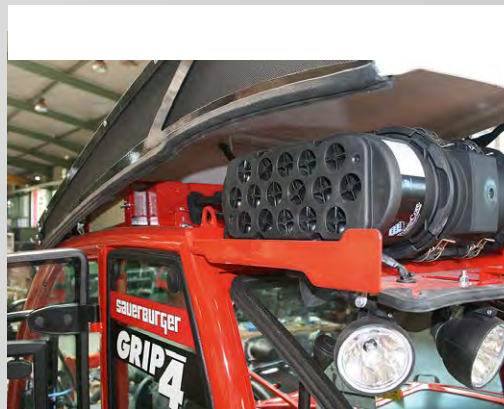


The complete intake area and the air filter unit are located above the driver's cab.

Rear lifter



Solid rear lifter with hitch block that is adjustable for height



The air filter elements are easily accessible for maintenance and cleaning by folding the cab roof up.

Cooling













Cooler packaged arranged on the side allows easy cleaning by swivelling out the individual cooler segments without the need for tools.

Front axle swinging



The high-placed articulated joint gives the vehicle high stability to prevent tipping over. The arrangement of the articulated joint gives the front axle an extremely large swinging range



STANDARD		425/50 R18 ALPTRAK from Starco Lawns, mountain farming, local government, dry, medium wet, extreme profile movements (emptying), gentle to the ground, suitable for slopes		420/65R20 AS 65 from Continental Lawns, mountain farming, extremely high grip, dry, medium wet, suitable for slopes
STANDARD		440/50 R17 TrackSuper from BKT Lawns, mountain farming, local government, dry, medium wet, gentle to the ground		425/55 R17 AS Profil from Continental Lawns, mountain farming, medium wet, wet, suitable for slopes
STANDARD		450/55 R17 221 from Alliance Lawns, mountain farming, comfortable, dry, medium wet, extremely suitable for slopes		500/45 R22.5 Delcora from HBI Lawns, mountain farming, local government, extremely comfortable when driving on the road, landscaping, dry
		445/45 R19.5 Kargo Radial from HBI (profilo erba) Lawns and landscaping / golf courses, extremely comfortable, extr. gentle to the ground, dry, medium wet, extr. suitable for slopes		Double wheel 7.50-18 AS Profil suitable for 8070A001 / 8070A040
		500/45 R22,5 AS Bandemarkt from HBI Lawns, mountain farming, local government, comfortable, dry, medium wet, AS Soft, suitable for slopes, gentle to the ground		Double wheel 9.50 R24 suitable for 8070A010

PTO SPEED

Front:
Standard 1/1000
 Direction of rotation clockwise when seen in the direction of travel

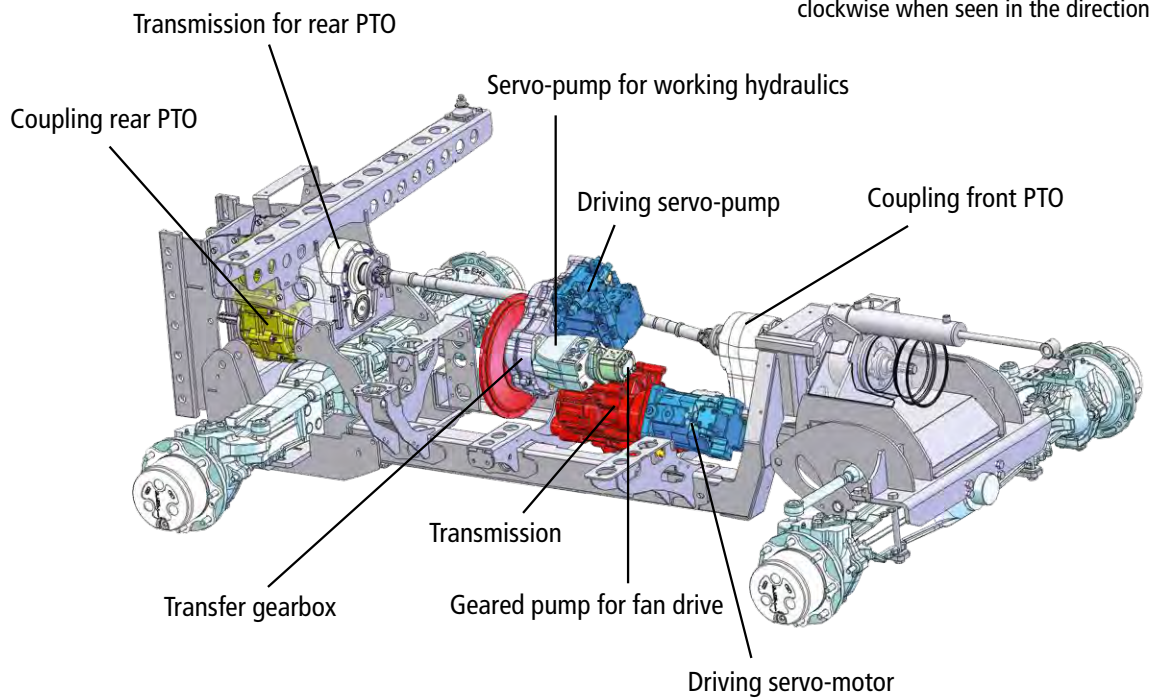


Optional 1/540
 Direction of rotation counter-clockwise when seen in the direction of travel

Rear:
Standard 1/540 - 1/750
 Direction of rotation clockwise when seen in the direction of travel



Optional 1/540 - 1/1000
 Direction of rotation clockwise when seen in the direction of travel



TECHNICAL DATA

MOTOR VARIATIONS

Motor 95 bhp

- Perkins 4-cylinder turbo engine 854E-E34TA
- 70 kW / 95 bhp at 2200 rpm acc. to ECE R 24
- Max. torque 395 Nm at 1400 rpm
- Common rail electronic direct injection 3.4l engine
- Exhaust emission level III B

Engine with 113 PS

- 4-cylinder turbocharged engine Perkins 854E-E34TA
- 83 kW / 113 PS at 2200 rpm as per ECE R 24
- max. torque 450 Nm at 1400 rpm
- Common Rail, electronic direct injection with 3.4 l capacity
- Emission level III B

TRANSMISSION

- Infinitely variable hydrostatic transmission via axial-piston pump
- Infinitely variable hydraulic motor with downstream 2-speed transmission
- Engageable automotive control system

SPEEDS

- Terrain 0-10 / 0-20 km/h
- Roads 0-16 / 0-40 km/hh

AXLE DRIVE

- Standard all-wheel drive with lockable centre differential
- Electro-hydraulically operated 100% lockable differential acting on front and rear axles

STEERING

- Hydraulic all-wheel steering with 4 modes of steering: Front steering, all-wheel steering, crab steering and Drift steering
- Change of the type of steering at random with automatic registering + synchronization of the wheel position via inductive sensors and absolute value encoder
- Adjustment of the rear axle steering as needed, mostly when working on slopes, using automatic reset button

CABIN

- Dust-proof 'All-round view' comfort cabin
- Vibration and noise attenuation
- With safety frame (tested acc. to 79/622/EEC)
- Side door can be lifted out
- Curved rear window which can be lifted out
- Tinted windows
- Automatic air-conditioning
- Air-cushioned comfort seat with a fabric cover

FRONT HYDRAULIC

- Optional 3-point system, either Cat. I or Cat. II
- Front 3-point hitching system hydr. movable linear can be shifted by 360 mm
- Max. lifting force of 2000 daN at 175 bar
- With self-regulating relief control and auto calibration
- Vibration damping for road driving

REAR HYDRAULIC

- 3-point quick coupling retention socket Cat. II
- Spindle adjustment lifting rods
- Max. lifting force 1900 daN at 175 bar

DIMENSIONS

Length	4216 mm
Width with single wheels	2200 mm
Width with double tyres	2500 mm
Height	2315 mm
Turning circle radius	
with all-wheel steering	1470 mm
Wheelbase	2340 mm

WIGHT

Unladen weight	3350 kg
Permissible front axle load	5000 kg
Permissible rear axle load	5000 kg
Permissible total weight	6000 kg
Unbraked towing capacity max.	2500 kg
Braked towing capacity max.	20000 kg

Load on coupling joint max. 2000 kg

FILLING CAPACITIES

Fuel tank	100 l
Hydraulic oil tank	48 l

ADDITIONAL HYDRAULICS

Front standard:

2 x DW
1 x EW,
amount of oil can be set, proportional, click-stop

Front optional:

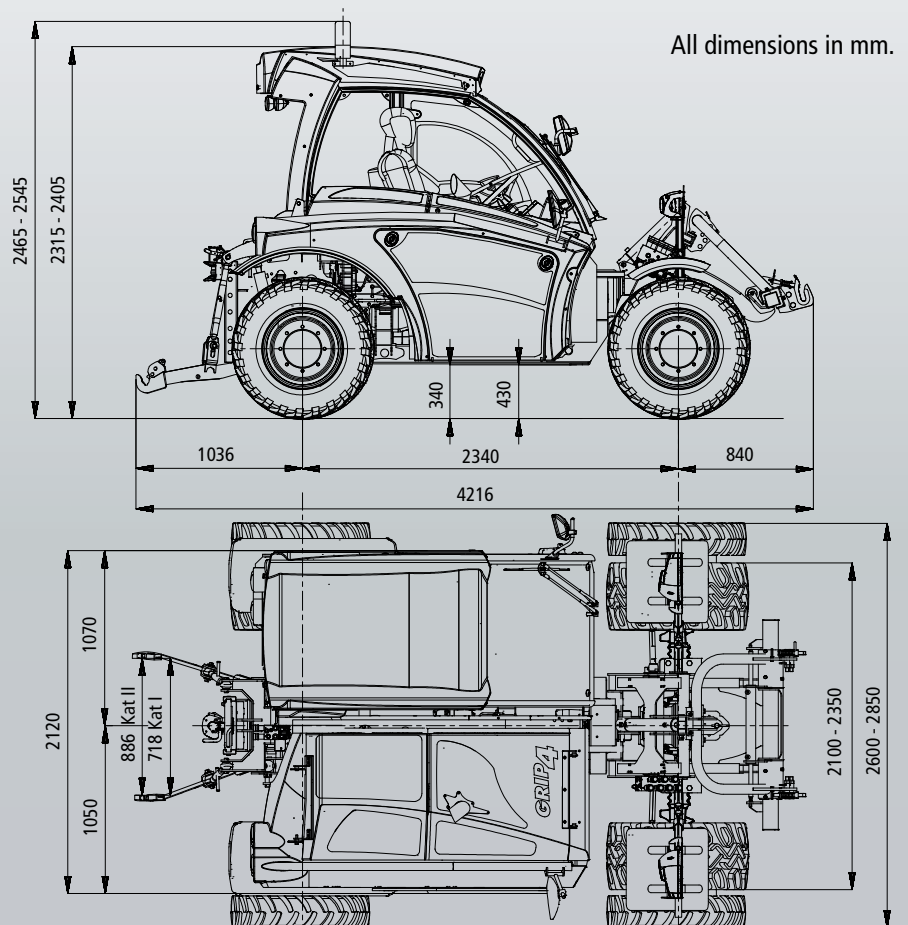
1 x EW click-stop with adjustable flow divider
1 x unpressurised return line

Rear standard:

2 x DW,
1 x EW,
amount of oil can be set, proportional, click-stop

Rear optional:

1 x EW click-stop with adjustable flow divider
1 x unpressurised return line



All information and figures are approximate and without obligation. We reserve the right to make changes at any time.

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